

**COPIES OF CORRESPONDENCE AND
PREVIOUSLY-ISSUED FAA AERONAUTICAL
STUDIES
(DETERMINATIONS OF NO HAZARD)
IESI TRAVIS COUNTY LANDFILL**



City of Austin

Aviation Department

Austin-Bergstrom International Airport

3600 Presidential Blvd., Ste. 411, Austin, Texas 78719
512/530-6622 Fax: 512/530-6630

TO: Scott M. Graves, P.E., Principal
Geosyntec Consultants

FROM: Jennifer Williams, P.E., CIP Manager
City of Austin - Aviation Department

DATE: June 13, 2018

SUBJECT: IESI Travis County Landfill (revised)
9600 FM 812
Austin, TX 78719-9734
Case No. SP-2018-XXXX

The Department of Aviation staff has completed a review for the above referenced subject to determine the probable impact of the proposed project upon operations at Austin-Bergstrom International Airport. The proposed project does not appear to negatively impact airport operations. Should the scope of this project change, we would need to conduct an additional review.

The FAA Part 77 Imaginary Precision Approach Surface governs the height restrictions within this area. The Part 77 restriction begins at 600' MSL just north of the expansion and increases at a 50:1 ratio heading to the South. The height of the ground/surface at the expansion must remain 13 feet below the Imaginary Precision Approach Surface to allow for the maximum height of vehicles to drive in this area. This is noted in the documents submitted by Geosyntec.

Should you have any questions or require additional information, feel free to contact me.

Sincerely,

Joseph Mercer
Engineering Technician
Austin-Bergstrom International Airport
2716 Spirit of Texas Dr.
Austin, Texas 78719-2353
Office: 512-530-5541

Cc: Doc Control



U.S. Department
of Transportation
**Federal Aviation
Administration**

Federal Aviation Administration
Airports Division, Southwest Region Safety and
Standards Branch

2601 Meacham Boulevard
Fort Worth, Texas 76137

January 14, 2015

Mr. Scott M. Graves, Associate
Geosyntec Consultants
8217 Shoal Creek Blvd, Suite 200
Austin, TX 78757

**Subject: IESI Travis County Landfill
Permit application
Lateral expansion**

FAA File No. 2015-001-TX

Dear Mr. Graves:

This letter is in response to your November 12, 2014 notice of the proposed lateral expansion of the IEIS Travis County Type IV landfill. The proposed expansion will remain within the existing boundaries and will not accept putrescible waste.

Using coordinates of 30 10' 15.38" N and 97 40' 35.19" W, representing the approximate northernmost point of the landfill boundary area, we determined that the future expansion area of the landfill is located approximately 4035 feet or 0.764 miles south of the threshold for Runway 35L Austin Bergstrom International Airport (AUS).

In review of the available data, we have no objection to the application for the lateral expansion of the IEIS Travis County Landfill. Our position of no objection is based on the application of our guidance for hazardous wildlife attractants on or near airports FAA Advisory Circular 150/5200-33B, the national bird strike data base for AUS and the e-mailed statement of no objection by Mr. Edward Patti, Chief Operating Officer of AUS.

This site has been assigned our file No. 2015-001-TX. Please refer to this number in any future correspondence regarding this site. Thank you for coordinating this project with us. If there are any questions, you can contact me at 817-222-5621 or bill.mitchell@faa.gov.

Sincerely,

William Mitchell
Lead Airport Certification Safety Inspector
Airports Division, Southwest Region

cc: Mr. Matthew Udenenwu, Team Leader
Municipal Solid Waste Permits Section
Waste Permits Division
Texas Commission On Environmental Quality
P.O. Box 13087
Austin, TX 78711-3087

Texas Department of Transportation
Division of Aviation
125 East 11th Street
Austin, TX 78701-2483



Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2007-ASW-9270-OE
Prior Study No.
2007-ASW-4762-OE

Issued Date: 11/13/2007

Steve McKinney
IESI Travis County Landfill
9600 FM 812
Austin, TX 78719-9734

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

| | |
|------------|--|
| Structure: | Landfill IESI Travis County Landfill Point #1 |
| Location: | Austin, TX |
| Latitude: | 30-09-48.860N NAD 83 |
| Longitude: | 97-40-40.370W |
| Heights: | 84 feet above ground level (AGL) 604 feet above mean sea level (AMSL) |

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking and/or lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (817) 838-1996. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2007-ASW-9270-OE.

Signature Control No: 542226-100856413

(EBO)

Bruce Beard

Specialist

Attachment(s)

Additional Information

Case Description

Map(s)

Additional information for ASN 2007-ASW-9270-OE

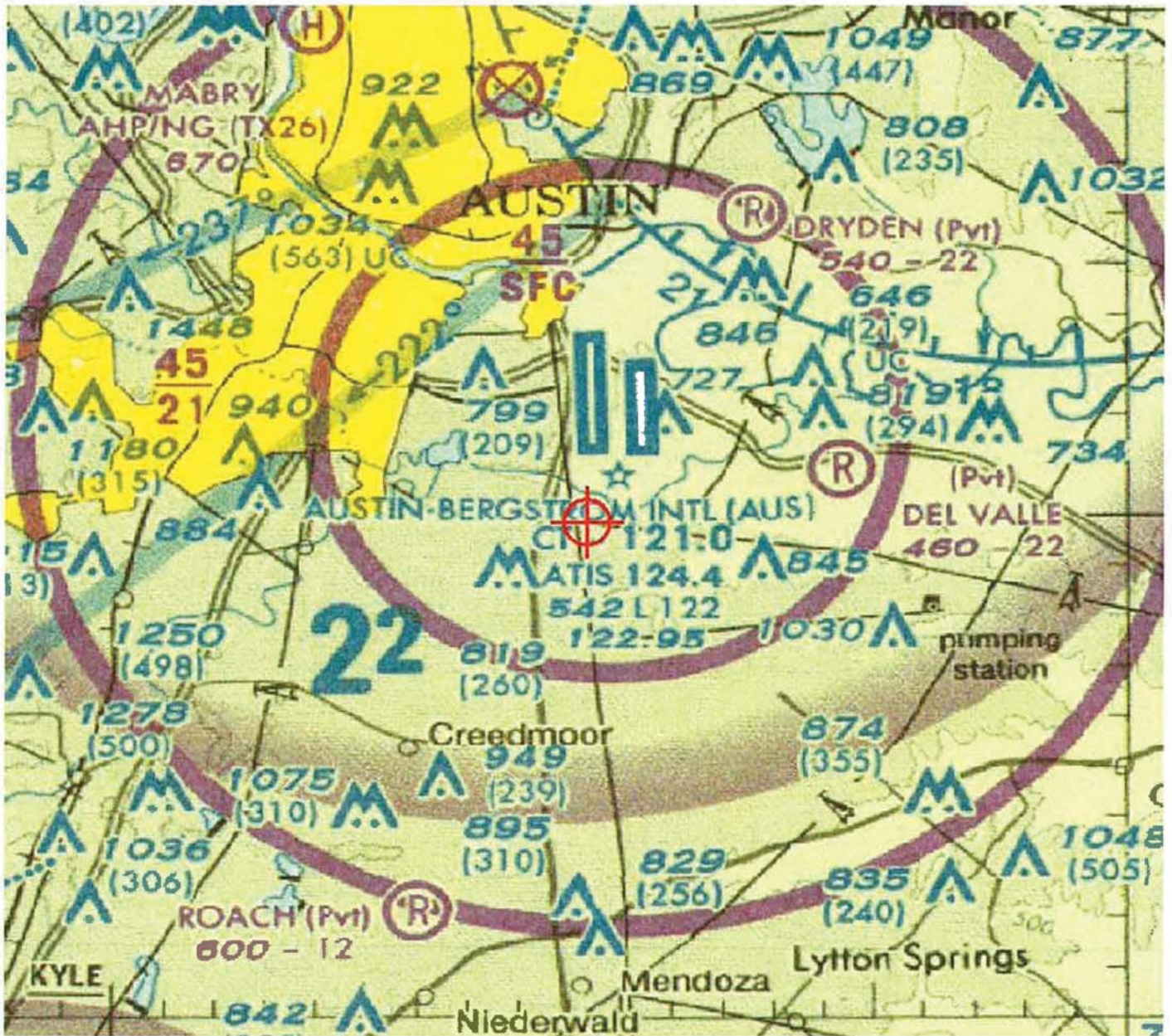
The landfill itself does not exceed any obstruction standards contained in 14 CFR Part 77. Standards are exceeded only when the 15-foot equipment is added into the equation.

This determination includes the maximum height of the landfill, plus the use of 15-foot equipment. When the equipment is working at the maximum height of the landfill, all equipment shall be obstruction flagged during daytime hours. All equipment shall be removed from the highest point of the landfill at night.

Case Description for ASN 2007-ASW-9270-OE

Raise overall elevation of landfill, plus construction equipment

Sectional Map for ASN 2007-ASW-9270-OE





Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2007-ASW-9271-OE
Prior Study No.
2007-ASW-4762-OE

Issued Date: 11/13/2007

Steve McKinney
IESI Travis County Landfill
9600 FM 812
Austin, TX 78719-9734

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

| | |
|------------|--|
| Structure: | Landfill IESI Travis County Landfill Point #2 |
| Location: | Austin, TX |
| Latitude: | 30-09-53.590N NAD 83 |
| Longitude: | 97-40-40.420W |
| Heights: | 65 feet above ground level (AGL) 595 feet above mean sea level (AMSL) |

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking and/or lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (817) 838-1996. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2007-ASW-9271-OE.

Signature Control No: 542227-100856414

(EBO)

Bruce Beard
Specialist

Attachment(s)
Additional Information
Case Description
Map(s)

Additional information for ASN 2007-ASW-9271-OE

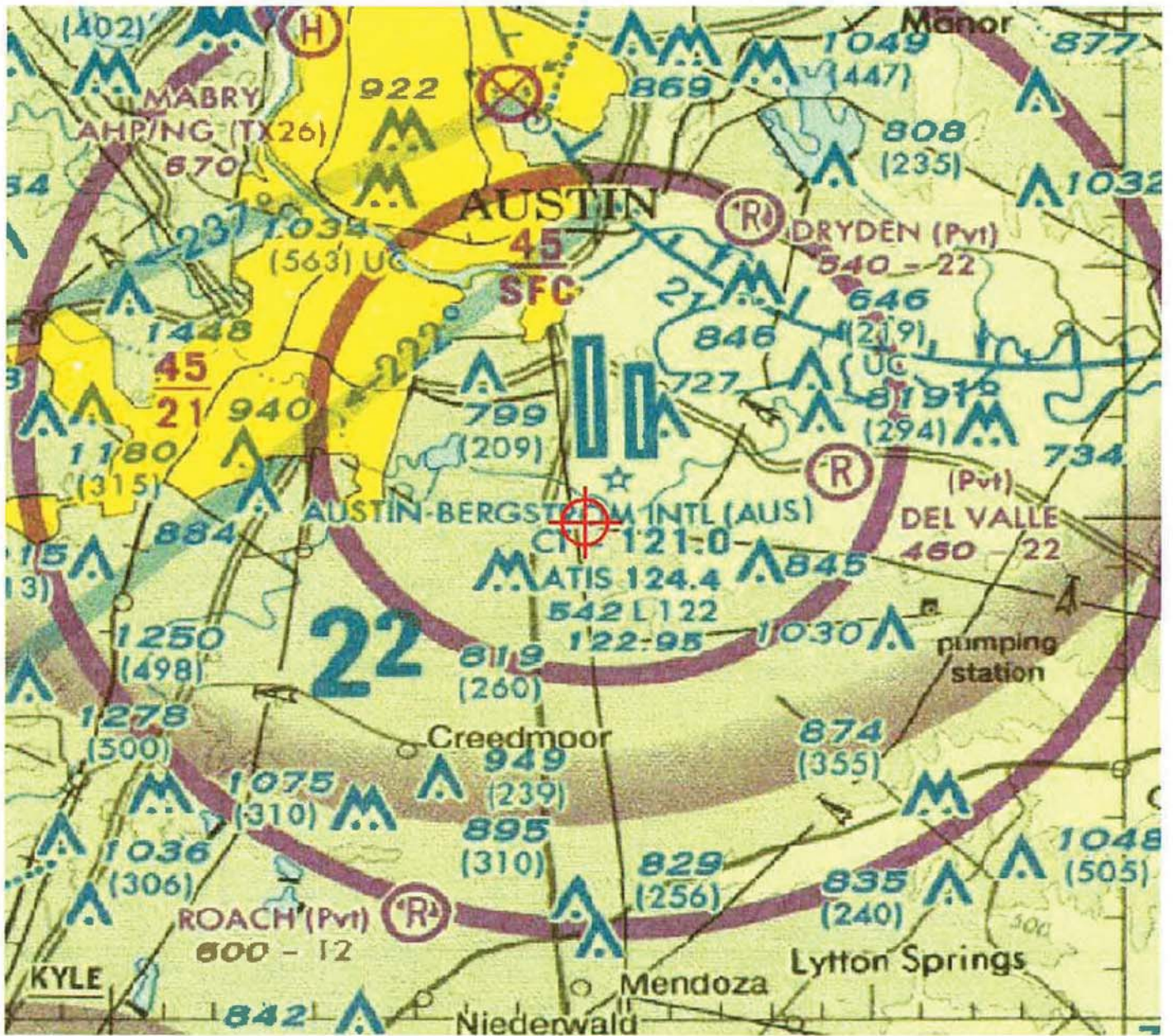
The landfill itself does not exceed any obstruction standards contained in 14 CFR Part 77. Standards are exceeded only when the 15-foot equipment is added into the equation.

This determination includes the maximum height of the landfill, plus the use of 15-foot equipment. When the equipment is working at the maximum height of the landfill, all equipment shall be obstruction flagged during daytime hours. All equipment shall be removed from the highest point of the landfill at night.

Case Description for ASN 2007-ASW-9271-OE

Raise overall elevation of landfill, plus equipment

Sectional Map for ASN 2007-ASW-9271-OE





Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2007-ASW-9272-OE
Prior Study No.
2007-ASW-4762-OE

Issued Date: 11/13/2007

Steve McKinney
IESI Travis County Landfill
9600 FM 812
Austin, TX 78719-9734

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

| | |
|------------|--|
| Structure: | Landfill IESI Travis County Landfill Point #3 |
| Location: | Austin, TX |
| Latitude: | 30-10-03.800N NAD 83 |
| Longitude: | 97-40-40.940W |
| Heights: | 66 feet above ground level (AGL) 576 feet above mean sea level (AMSL) |

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking and/or lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (817) 838-1996. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2007-ASW-9272-OE.

Signature Control No: 542228-100856415

(EBO)

Bruce Beard

Specialist

Attachment(s)

Additional Information

Case Description

Map(s)

Additional information for ASN 2007-ASW-9272-OE

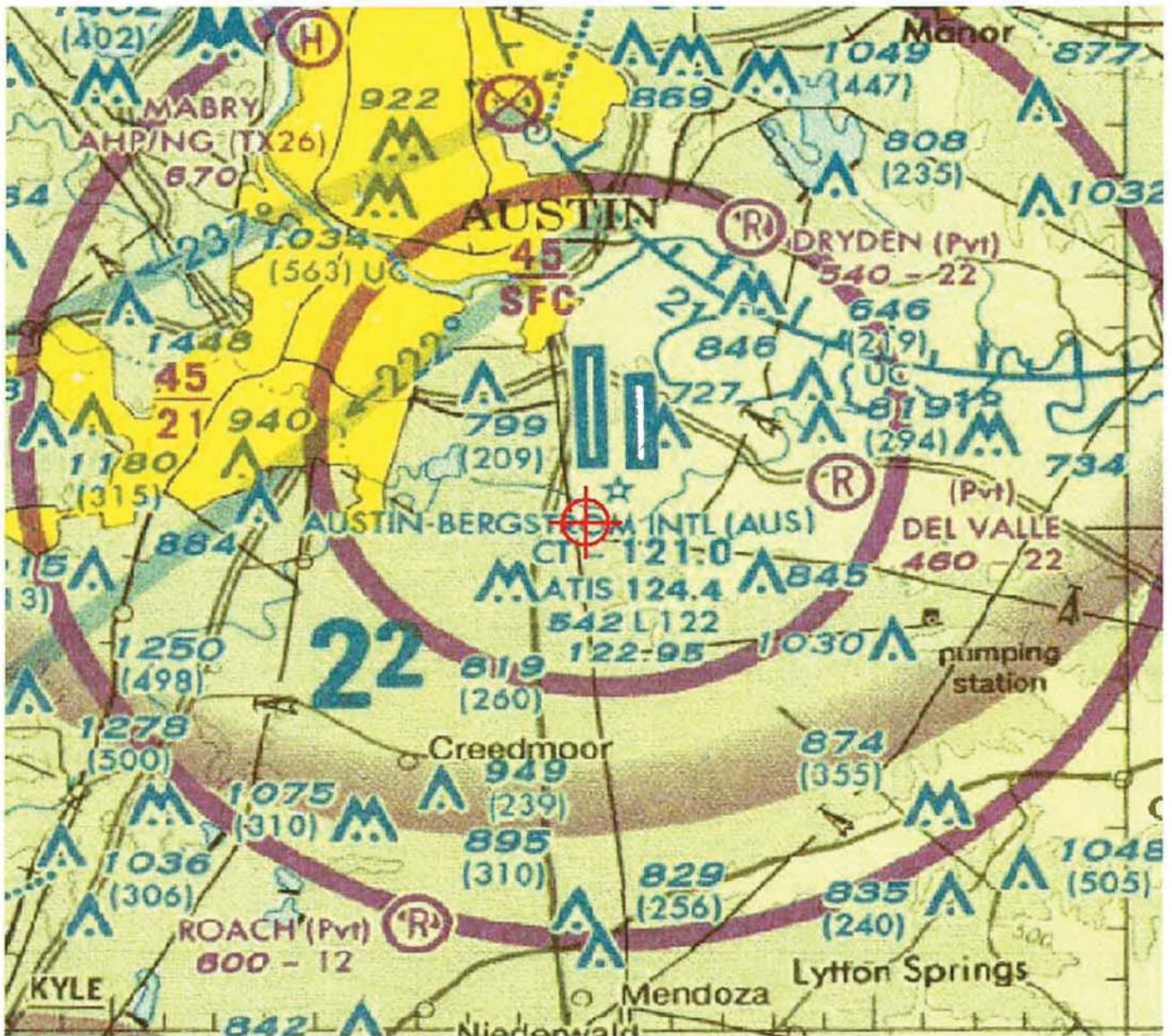
The landfill itself does not exceed any obstruction standards contained in 14 CFR Part 77. Standards are exceeded only when the 15-foot equipment is added into the equation.

This determination includes the maximum height of the landfill, plus the use of 15-foot equipment. When the equipment is working at the maximum height of the landfill, all equipment shall be obstruction flagged during daytime hours. All equipment shall be removed from the highest point of the landfill at night.

Case Description for ASN 2007-ASW-9272-OE

Raise overall elevation of landfill, plus construction equipment

Sectional Map for ASN 2007-ASW-9272-OE





Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2007-ASW-9273-OE
Prior Study No.
2007-ASW-4762-OE

Issued Date: 11/13/2007

Steve McKinney
IESI Travis County Landfill
9600 FM 812
Austin, TX 78719-9734

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

| | |
|------------|--|
| Structure: | Landfill IESI Travis County Landfill Point #4 |
| Location: | Austin, TX |
| Latitude: | 30-10-08.310N NAD 83 |
| Longitude: | 97-40-38.090W |
| Heights: | 51 feet above ground level (AGL) 565 feet above mean sea level (AMSL) |

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking and/or lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (817) 838-1996. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2007-ASW-9273-OE.

Signature Control No: 542229-100856416

(EBO)

Bruce Beard

Specialist

Attachment(s)

Additional Information

Case Description

Map(s)

Additional information for ASN 2007-ASW-9273-OE

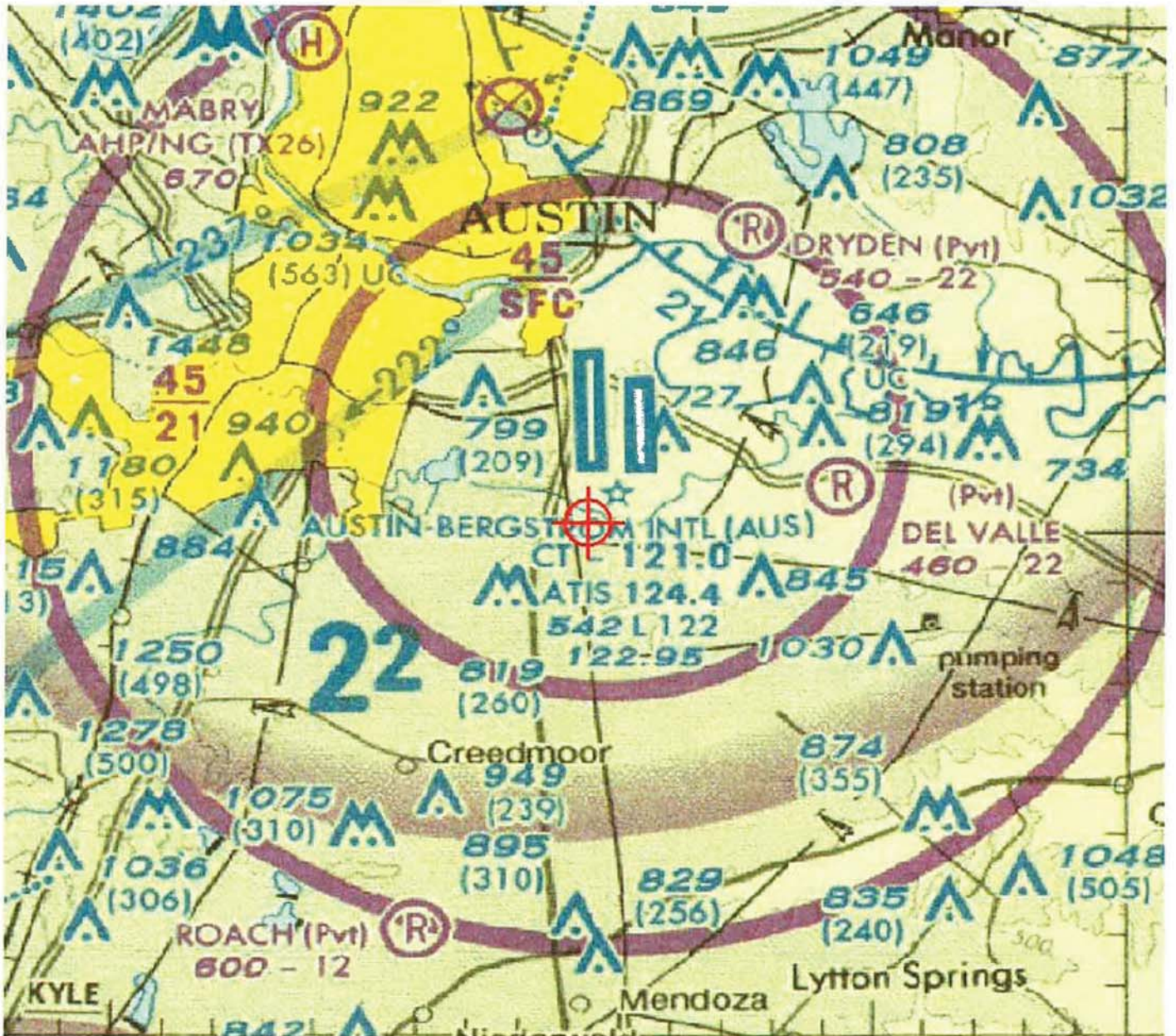
The landfill itself does not exceed any obstruction standards contained in 14 CFR Part 77. Standards are exceeded only when the 15-foot equipment is added into the equation.

This determination includes the maximum height of the landfill, plus the use of 15-foot equipment. When the equipment is working at the maximum height of the landfill, all equipment shall be obstruction flagged during daytime hours. All equipment shall be removed from the highest point of the landfill at night.

Case Description for ASN 2007-ASW-9273-OE

Raise overall elevation of landfill, plus construction equipment

Sectional Map for ASN 2007-ASW-9273-OE





Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2007-ASW-9274-OE
Prior Study No.
2007-ASW-4762-OE

Issued Date: 11/13/2007

Steve McKinney
IESI Travis County Landfill
9600 FM 812
Austin, TX 78719-9734

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

| | |
|------------|--|
| Structure: | Landfill IESI Travis County Landfill Point #5 |
| Location: | Austin, TX |
| Latitude: | 30-10-07.520N NAD 83 |
| Longitude: | 97-40-27.440W |
| Heights: | 57 feet above ground level (AGL) 567 feet above mean sea level (AMSL) |

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking and/or lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (817) 838-1996. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2007-ASW-9274-OE.

Signature Control No: 542230-100856417

(EBO)

Bruce Beard

Specialist

Attachment(s)

Additional Information

Case Description

Map(s)

Additional information for ASN 2007-ASW-9274-OE

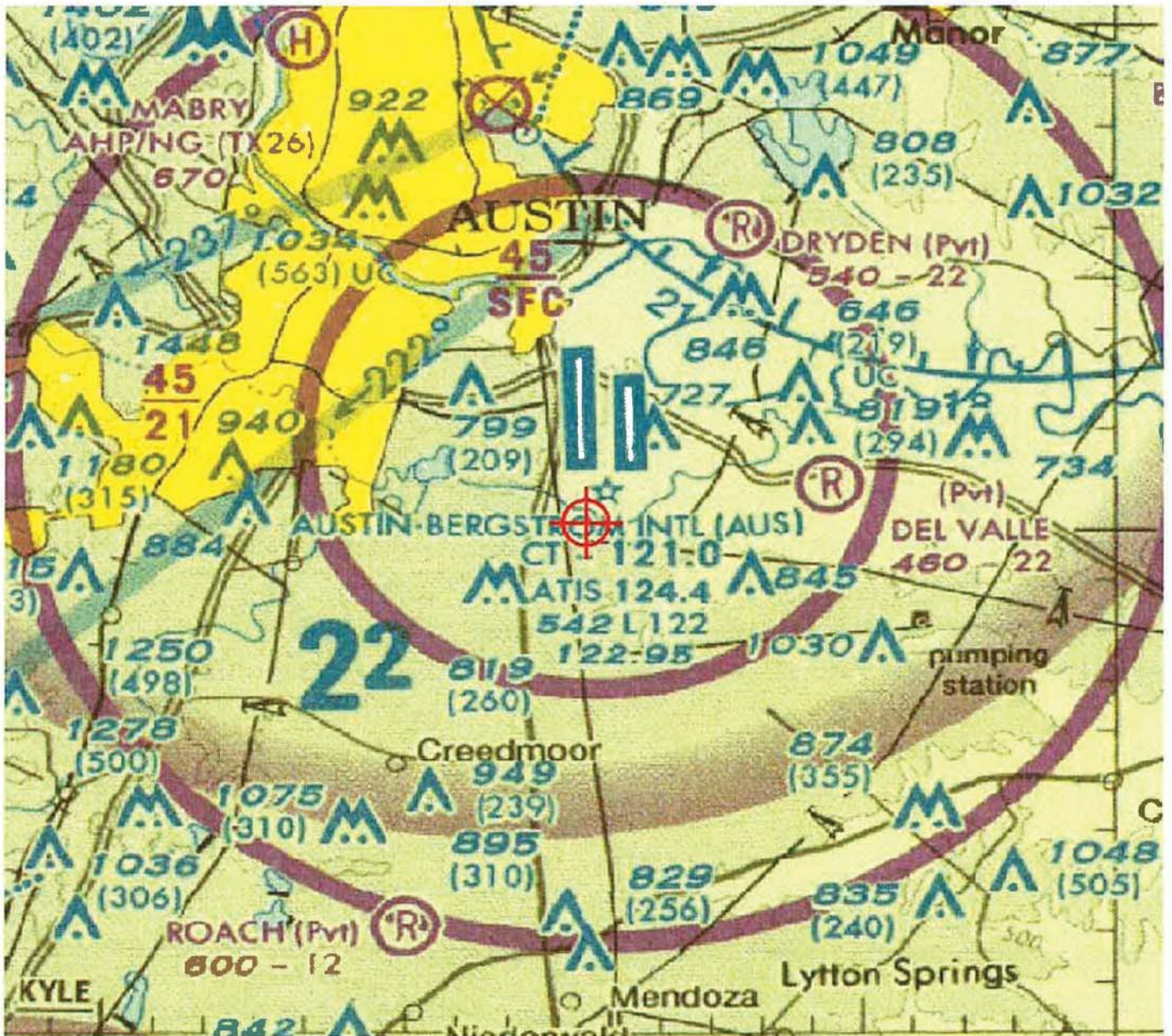
The landfill itself does not exceed any obstruction standards contained in 14 CFR Part 77. Standards are exceeded only when the 15-foot equipment is added into the equation.

This determination includes the maximum height of the landfill, plus the use of 15-foot equipment. When the equipment is working at the maximum height of the landfill, all equipment shall be obstruction flagged during daytime hours. All equipment shall be removed from the highest point of the landfill at night.

Case Description for ASN 2007-ASW-9274-OE

Raise overall elevation of landfill, plus construction equipment

Sectional Map for ASN 2007-ASW-9274-OE





Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2007-ASW-9275-OE
Prior Study No.
2007-ASW-4762-OE

Issued Date: 11/13/2007

Steve McKinney
IESI Travis County Landfill
9600 FM 812
Austin, TX 78719-9734

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

| | |
|------------|--|
| Structure: | Landfill IESI Travis County Landfill Point #6 |
| Location: | Austin, TX |
| Latitude: | 30-10-15.380N NAD 83 |
| Longitude: | 97-40-35.190W |
| Heights: | 42 feet above ground level (AGL) 551 feet above mean sea level (AMSL) |

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking and/or lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (817) 838-1996. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2007-ASW-9275-OE.

Signature Control No: 542231-100856418

(EBO)

Bruce Beard

Specialist

Attachment(s)

Additional Information

Case Description

Map(s)

Additional information for ASN 2007-ASW-9275-OE

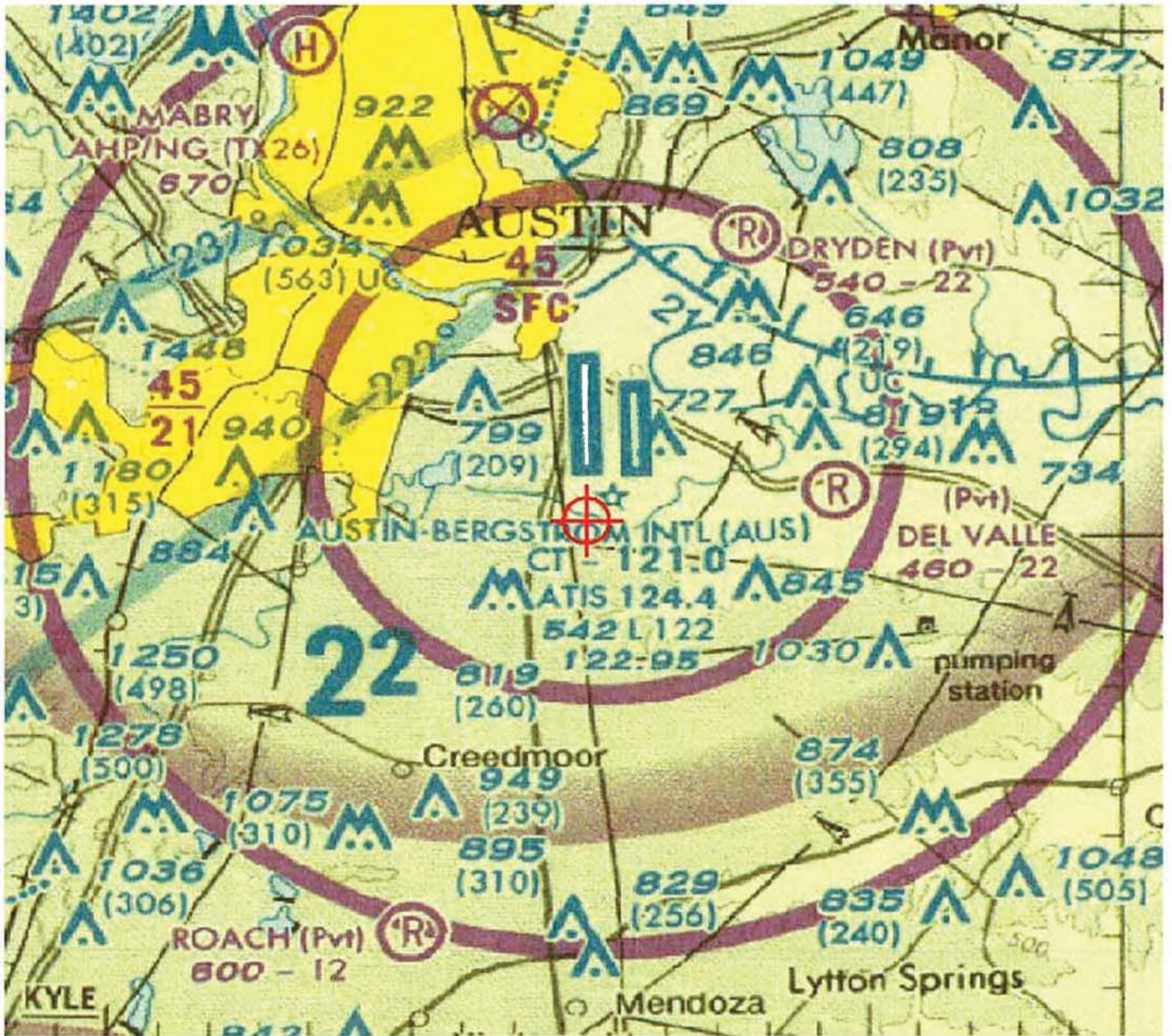
The landfill itself does not exceed any obstruction standards contained in 14 CFR Part 77. Standards are exceeded only when the 15-foot equipment is added into the equation.

This determination includes the maximum height of the landfill, plus the use of 15-foot equipment. When the equipment is working at the maximum height of the landfill, all equipment shall be obstruction flagged during daytime hours. All equipment shall be removed from the highest point of the landfill at night.

Case Description for ASN 2007-ASW-9275-OE

Raise overall elevation of landfill, plus construction equipment

Sectional Map for ASN 2007-ASW-9275-OE





Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2007-ASW-9276-OE
Prior Study No.
2007-ASW-4762-OE

Issued Date: 11/13/2007

Steve McKinney
IESI Travis County Landfill
9600 FM 812
Austin, TX 78719-9734

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

| | |
|------------|--|
| Structure: | Landfill iESI Travis County Landfill Point #7 |
| Location: | Austin, TX |
| Latitude: | 30-10-13.000N NAD 83 |
| Longitude: | 97-40-37.650W |
| Heights: | 45 feet above ground level (AGL) 556 feet above mean sea level (AMSL) |

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking and/or lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (817) 838-1996. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2007-ASW-9276-OE.

Signature Control No: 542232-100856419

(EBO)

Bruce Beard

Specialist

Attachment(s)

Additional Information

Case Description

Map(s)

Additional information for ASN 2007-ASW-9276-OE

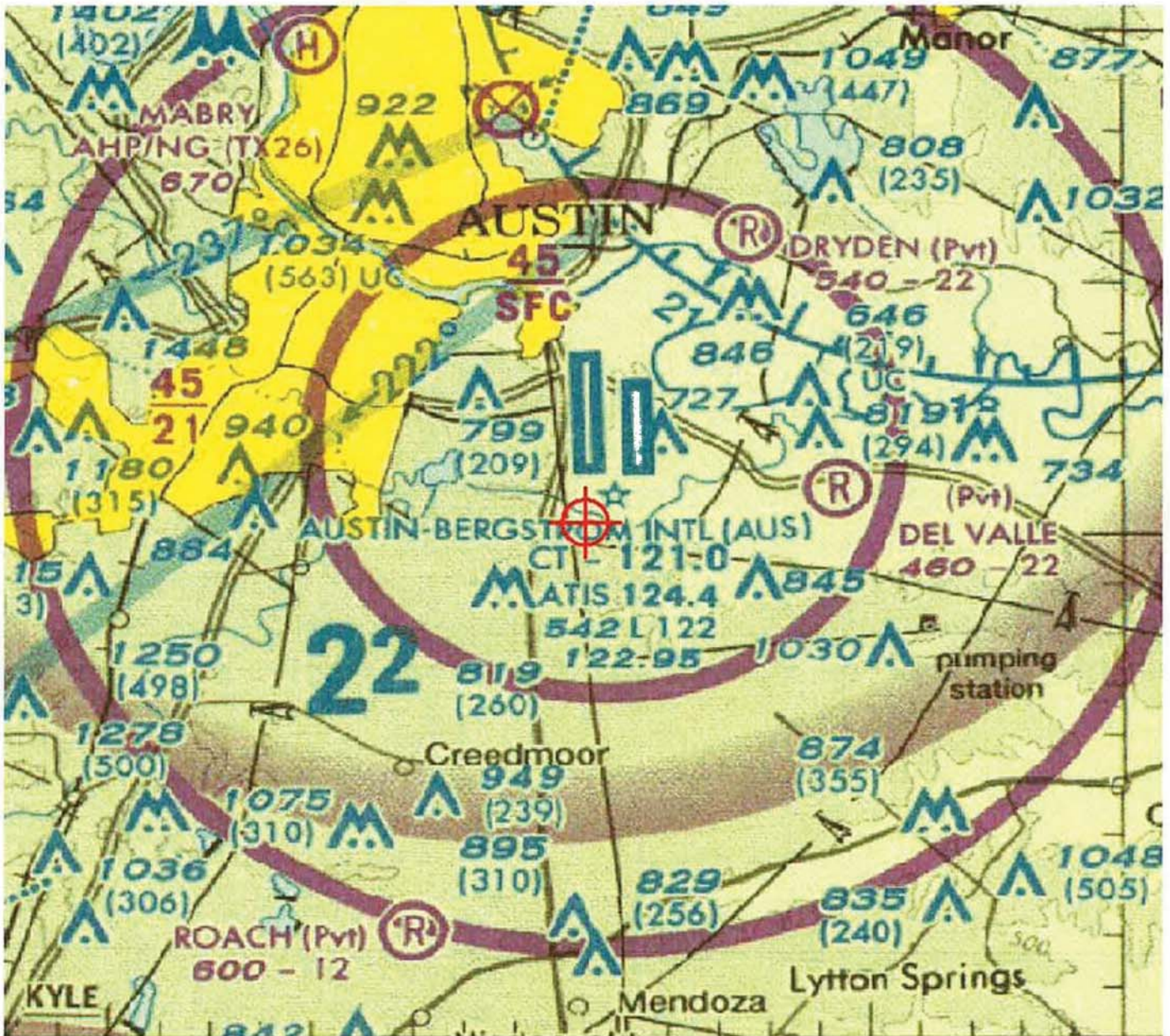
The landfill itself does not exceed any obstruction standards contained in 14 CFR Part 77. Standards are exceeded only when the 15-foot equipment is added into the equation.

This determination includes the maximum height of the landfill, plus the use of 15-foot equipment. When the equipment is working at the maximum height of the landfill, all equipment shall be obstruction flagged during daytime hours. All equipment shall be removed from the highest point of the landfill at night.

Case Description for ASN 2007-ASW-9276-OE

Raise overall elevation of landfill, plus construction equipment

Sectional Map for ASN 2007-ASW-9276-OE





Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2007-ASW-9277-OE
Prior Study No.
2007-ASW-4762-OE

Issued Date: 11/13/2007

Steve McKinney
IESI Travis County Landfill
9600 FM 812
Austin, TX 78719-9734

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

| | |
|------------|--|
| Structure: | Landfill IESI Travis County Landfill Point #8 |
| Location: | Austin, TX |
| Latitude: | 30-09-58.640N NAD 83 |
| Longitude: | 97-40-40.530W |
| Heights: | 85 feet above ground level (AGL) 585 feet above mean sea level (AMSL) |

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking and/or lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (817) 838-1996. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2007-ASW-9277-OE.

Signature Control No: 542233-100856420

(EBO)

Bruce Beard

Specialist

Attachment(s)

Additional Information

Case Description

Map(s)

Additional information for ASN 2007-ASW-9277-OE

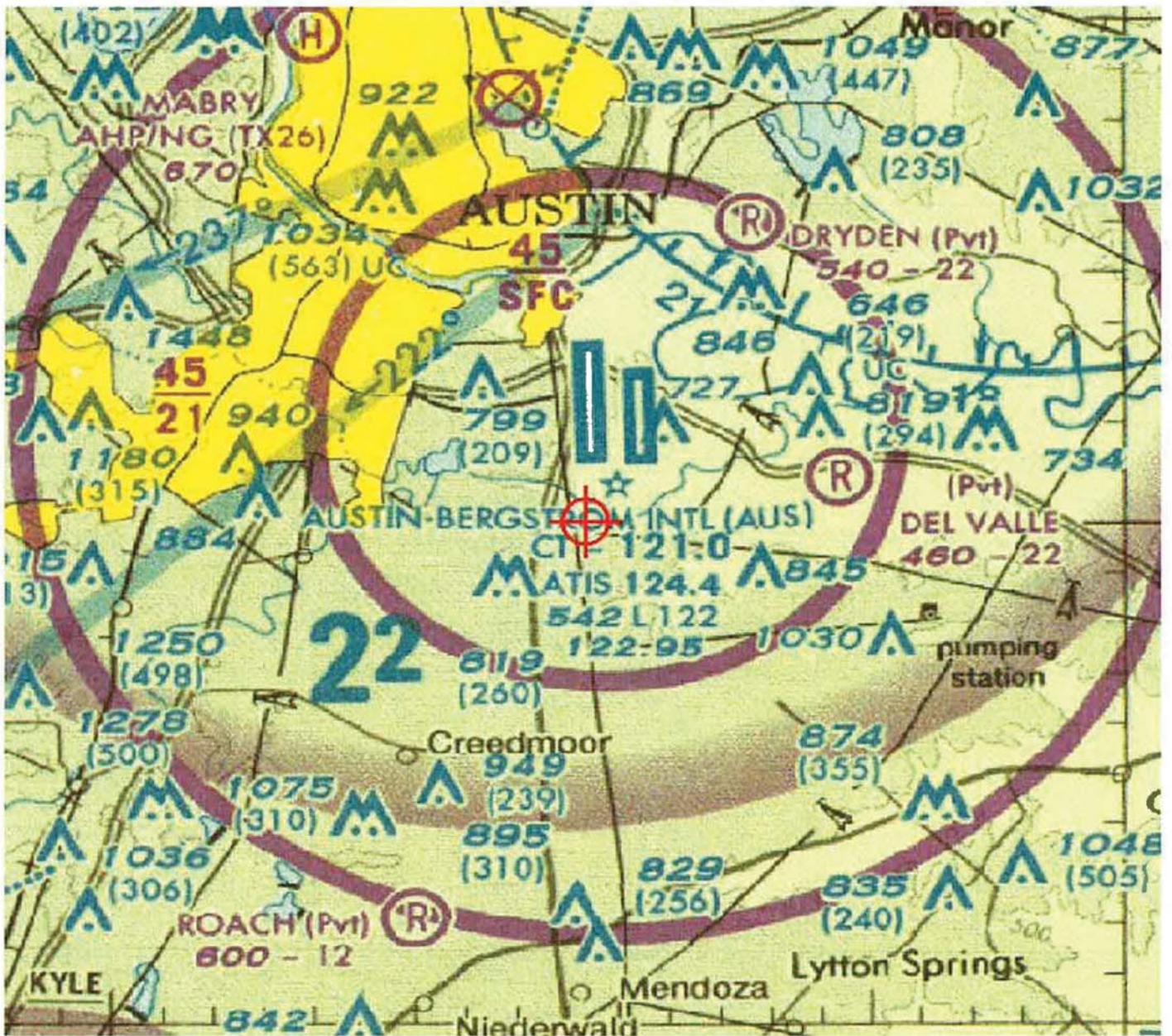
The landfill itself does not exceed any obstruction standards contained in 14 CFR Part 77. Standards are exceeded only when the 15-foot equipment is added into the equation.

This determination includes the maximum height of the landfill, plus the use of 15-foot equipment. When the equipment is working at the maximum height of the landfill, all equipment shall be obstruction flagged during daytime hours. All equipment shall be removed from the highest point of the landfill at night.

Case Description for ASN 2007-ASW-9277-OE

Raise overall elevation of landfill, plus construction equipment

Sectional Map for ASN 2007-ASW-9277-OE



Yacub Bholat

From: Yacub Bholat
Sent: Tuesday, August 14, 2018 4:09 PM
To: amy.foster@txdot.gov
Cc: Scott Graves
Subject: Notification of Proposed Landfill Expansion, Travis County, Texas
Attachments: FAA Notice Ltr IESI Travis Co LF Expansion Reduced File Size.pdf

Ms. Foster,

Attached for your information is a copy of a letter submitted to Mr. William Mitchell of the FAA Southwest Region Airports Division – regarding a proposed landfill expansion of an existing facility located in southern Travis County, Texas. Included in the attached information is a copy of a letter from ABIA indicating they have no objection to this proposed landfill expansion. Concurrently, we have also provided an online filing to FAA of four (4) Notices of Proposed Alteration (Form FAA 7460-1) for the top corners of the proposed landfill expansion area for aeronautical study.

The purpose of this email and the attached information is to provide TxDOT Aviation with notification of the project and to request any response or feedback on compatibility with aviation. From previous correspondence with Mr. Robert Jackson, formerly of TxDOT Aviation, on a previous matter, we understand that TxDOT Aviation may not have authority to review this project since ABIA is a primary commercial service Part 139 airport. However, we feel it is appropriate to notify TxDOT Aviation as a courtesy.

Thank you very much for your assistance,
Yacub

Yacub Bholat, P.E. (TX)
Project Engineer
Geosyntec Consultants, Inc.
8217 Shoal Creek Blvd, Suite 200
Austin, TX 78757
Direct: 512.354.3282
Main: 512.451.4003

[GEOSYNTEC](#) | [MMI ENGINEERING](#) | [SIREM](#) | [GSM CONSULTANCY](#)

Scott Graves

From: Scott Graves
Sent: Wednesday, August 8, 2018 4:51 PM
To: 'chris.shoulders@faa.gov'
Subject: Notification of Proposed Landfill Expansion, Travis County, Texas
Attachments: FAA Notice Ltr IESI Travis Co LF Expansion Reduced File Size.pdf

Mr. Shoulders,

Attached for your information is a copy of a letter submitted to Mr. William Mitchell of the FAA Southwest Region Airports Division – regarding a proposed landfill expansion of an existing facility located in southern Travis County, Texas. Included in the attached information is a copy of a letter from ABIA indicating they have no objection to this proposed landfill expansion.

Today, we also provided an online filing of four (4) Notices of Proposed Alteration (Form FAA 7460-1) for the top corners of the proposed landfill expansion area for aeronautical study.

By way of the information submitted to your group and to the Airports Division, we are providing notification of the project and are coordinating with FAA to seek any response or feedback the FAA may have.

Thank you very much for your assistance,
Scott

Scott M. Graves, PE (TX, AL, AR, GA, IA, KY, LA, MS, OH, OK, SC) | Principal
Geosyntec Consultants | 8217 Shoal Creek Blvd, Ste 200 | Austin, TX 78757
512.451.4003 Office | 512.354.3279 Direct
512.619.8580 Mobile | sgraves@geosyntec.com



City of Austin

Aviation Department

Austin-Bergstrom International Airport

3600 Presidential Blvd., Ste. 411, Austin, Texas 78719
512/530-6622 Fax: 512/530-6630

TO: Scott M. Graves, P.E., Principal
Geosyntec Consultants

FROM: Jennifer Williams, P.E., CIP Manager
City of Austin - Aviation Department

DATE: June 13, 2018

SUBJECT: IESI Travis County Landfill (revised)
9600 FM 812
Austin, TX 78719-9734
Case No. SP-2018-XXXX

The Department of Aviation staff has completed a review for the above referenced subject to determine the probable impact of the proposed project upon operations at Austin-Bergstrom International Airport. The proposed project does not appear to negatively impact airport operations. Should the scope of this project change, we would need to conduct an additional review.

The FAA Part 77 Imaginary Precision Approach Surface governs the height restrictions within this area. The Part 77 restriction begins at 600' MSL just north of the expansion and increases at a 50:1 ratio heading to the South. The height of the ground/surface at the expansion must remain 13 feet below the Imaginary Precision Approach Surface to allow for the maximum height of vehicles to drive in this area. This is noted in the documents submitted by Geosyntec.

Should you have any questions or require additional information, feel free to contact me.

Sincerely,

Joseph Mercer
Engineering Technician
Austin-Bergstrom International Airport
2716 Spirit of Texas Dr.
Austin, Texas 78719-2353
Office: 512-530-5541

Cc: Doc Control

29 May 2018

Mr. Stephen Dick
Research Analyst
City of Austin – Department of Aviation
Austin-Bergstrom International Airport (ABIA)
2716 Spirit of Texas Dr.
Austin, TX 78719

Subject: **Notification of Proposed Southward Landfill Expansion
IESI Travis County Landfill
Austin, Travis County, Texas**

Dear Mr. Dick:

Geosyntec Consultants (Geosyntec) has prepared this letter on behalf of our client, IESI TX Landfill LP (IESI), who owns and operates the IESI Travis County Landfill. A general location map of ABIA in relation to the landfill site is provided on attached Figure 1 included with this letter. As shown, the landfill site is located south of ABIA's runway 17R/35L. This letter is a follow-up to our meeting on 13 September 2017, when Geosyntec and IESI initiated discussions with your department regarding a lateral expansion to the south being planned for the existing IESI Travis County Landfill. Since that time, we have refined the expansion concept – and by way of this letter, are providing site plans (attached) which present the proposed lateral expansion design layout.

PURPOSE OF THIS LETTER

Geosyntec is currently completing the landfill expansion design and preparing the permit application that will be submitted to the Texas Commission on Environmental Quality (TCEQ). As part of the landfill permitting process, certain notifications are required. Furthermore, it is important that the landfill facility is designed and operated to meet applicable regulatory requirements regarding aviation safety and obstacle clearances, and does not pose a hazard to aircraft. Accordingly, the purpose of this letter is to:

- formally notify ABIA of the planned expansion, pursuant to 30 TAC §330.545(b); and
- request feedback from ABIA regarding the attached site plans, and in particular the proposed landfill top elevations/heights.

DESCRIPTION OF PROPOSED SOUTHWARD LATERAL EXPANSION

Overview

The proposed expansion is summarized as follows:

- The lateral expansion will be to the south – further away from ABIA than the existing landfill area.
- There will be no changes to the proposed waste stream. The landfill does not and will not accept putrescible waste.
- The new landfill maximum ground surface elevation/height will maintain a consistent separation that stays below the imaginary approach surface described in 14 CFR §77.19(d) (i.e., the “Part 77 Approach Surface”) as is currently approved for the existing landfill.

Site Plans

A series of figures presenting site plans of the proposed expansion are attached to this letter. These figures are as described below:

- Figure 1 – General Site Location Map;
- Figure 2 – Aeronautical Map;
- Figure 3 – Site Map (showing existing landfill and proposed expansion area);
- Figure 4 – Airport Approach Surface Location Map;
- Figure 5 – Part 77 Surfaces (showing proposed landfill grading plan elevation contours); and
- Figure 6 – Landfill Cross Section (showing landfill elevations in relation to previous FAA approvals and Part 77 Approach Surface).

Discussion of Traverse Ways for Mobile Objects (Equipment/Vehicles)

The current-permitted landfill is being developed in accordance with the TCEQ permit and approvals that include FAA safety evaluations/aeronautical studies and resulting FAA-issued “Determinations of No Hazard”. Copies of this previous documentation is attached to this letter. As shown, these previous determinations are based on a 15-ft equipment height operating on top of the landfill. Each determination indicates “*The landfill itself does not exceed any obstruction standards contained in 14 CFR Part 77. Standards are exceeded only when the 15-foot equipment is added into the equation.*”

Mr. Stephen Dick
29 May 2018
Page 3

As shown on the attached site plans (see Figures 5 and 6), the landfill final cover “top deck” ground surface is inclined at a 50 to 1 (i.e., 2%) slope that is parallel to, and vertically offset below, the Part 77 Approach Surface. The expansion area maintains this separation in the same manner as previously approved by FAA. Thus, although the new landfill area will be higher in elevation than the current landfill, it is also located further to the south (away from the ABIA runways), and results in no height increase in relation to the Part 77 Approach Surface.

Even though the previous FAA determinations were based on a 15-ft equipment height, it is important to note that the obstruction standards of 14 CFR 77.17(b)(3) indicates that the traverse ways used for the passage of mobile objects should be based on, “10 feet or the height of the highest mobile object that would normally traverse the road, whichever is greater, for a private road”. In the case of this landfill site which is in effect a private road, the tallest mobile objects will be heavy equipment. Specifically, the highest mobile objects normally traversing the ground surface are an off-road articulated dump truck (maximum height of 12.1 ft) and a bulldozer (maximum height of 11.5 ft). By inspection of the site plans provided with this letter, it can be seen that both the ground surface, as well as the actual highest mobile objects normally traversing the landfill, will be below the Part 77 Approach Surface and therefore not exceed obstruction standards contained in 14 CFR Part 77.

CLOSING

Please note that after receiving any feedback ABIA may have on the proposed expansion, Geosyntec will be submitting similar packages of information on the landfill to the Federal Aviation Administration (FAA) and the Texas Department of Transportation (TxDOT) Aviation Department. As such, we would appreciate your timely review of the information submitted with this letter, and are respectfully requesting a response within 30 days of this letter, to allow us to proceed with the landfill permitting and design process. Also, if it would help, we would be pleased to schedule a follow-up meeting to discuss this project. If you have any questions concerning this information, please contact me at (512) 451-4003, or by email at sgraves@geosyntec.com.

Sincerely,



Scott M. Graves, P.E.
Principal

Attachments

Copy to: Brett O' Connor, Waste Connections, Inc.

TXL0836/ABIA Airport Notification Ltr.docx

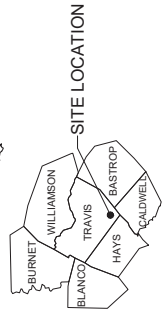
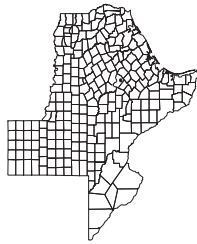
FIGURES



LEGEND

- INTERSTATE HIGHWAY (290)
- US HIGHWAY (71)
- STATE HIGHWAY (95)
- FARM/RANCH TO MARKET (1625)

LOCATION: TRAVIS COUNTY, TEXAS



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 SCOTT M. GRAVES, P.E.
 TEXAS P.E. NO. 86557

GENERAL SITE LOCATION MAP
 IESI TRAVIS COUNTY LANDFILL

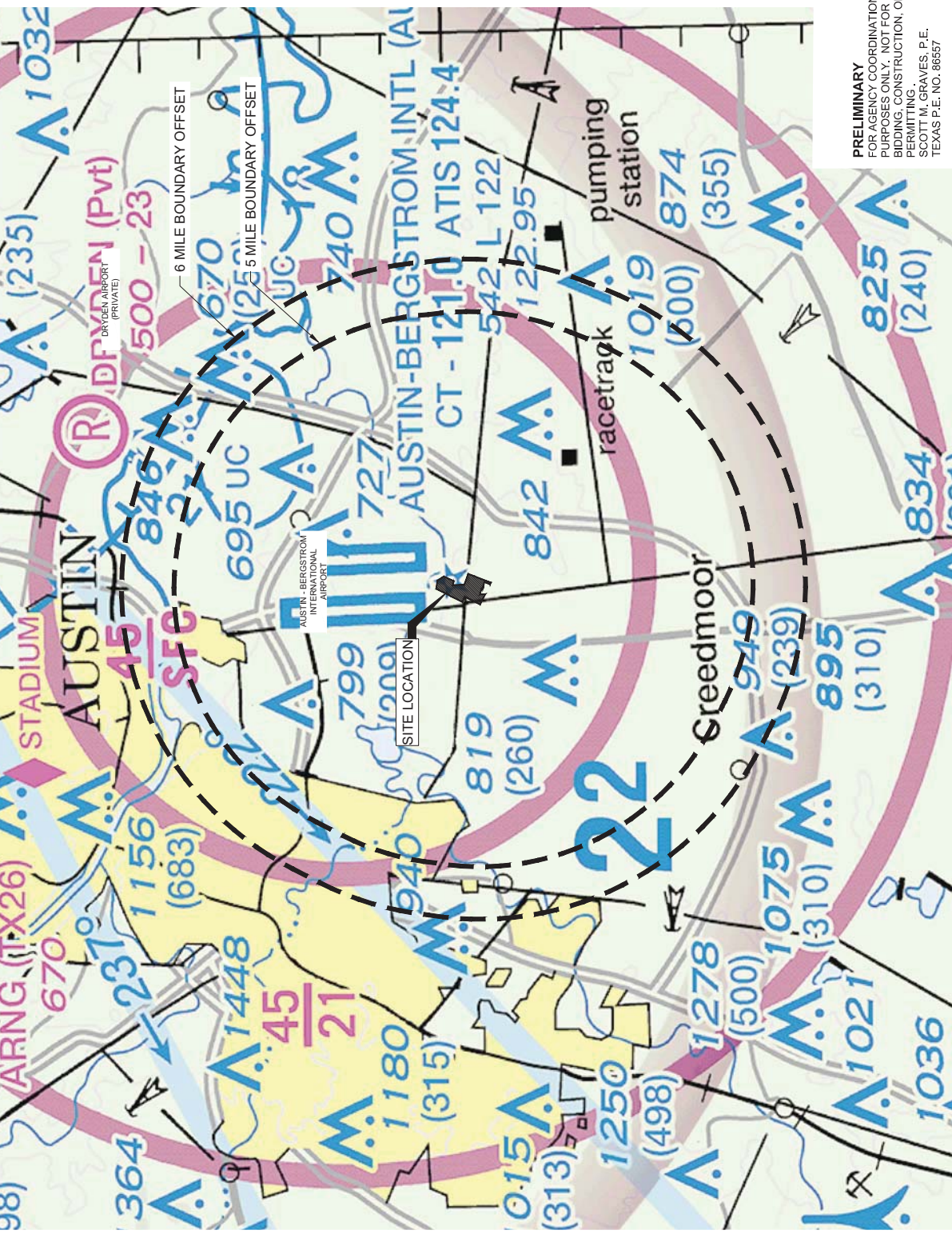
Geosyntec
 consultants
 TX ENG. FIRM REGISTRATION NO. 1182
 AUSTIN, TX

FIGURE
 1

MAY 2018

0 10,000'
 SCALE IN FEET

MAP SOURCE: TEXAS DEPARTMENT OF TRANSPORTATION (TxDOT) DIGITAL
 COUNTY/URBAN MAP, 2003 (TRAVIS COUNTY, TEXAS).



LEGEND

AIRPORTS

- Other than hard-surfaced runways
- Hard-surfaced runways 1000 ft. to 8000 ft. in length
- Hard-surfaced runways greater than 8000 ft. or some multiple runways less than 8000 ft.
- Open dirt with hard-surfaced runway configuration indicates approximate VOR, VORTAC, DME or VORTAC location. All necessary information is shown for visual identification. Airports may be public or private.

ADDITIONAL AIRPORT INFORMATION

- Private "Pop" - Non-public use having emergency or military status
- Military - Other than hard-surfaced, all military airports are identified by abbreviations AFB, NAS, USAF, etc.
- Helicopter landings
- Unimproved
- Abandoned - paved
- Unimproved
- Ultraight
- Lighting
- Obstacle
- 3000 ft. or greater

AIRPORT DATA

Non-indicator PMS ID, Special Air Traffic, NO SVFR, FSS, FAS 91, Rules & Airport, NAME (NAM) (PNAME), ICAO, Runways with CT, 118.3 * ATIS 123.8, Flight Traffic, 295 L 72 122.95 shown outside RP * (public use), RP 23, 34, VFR Advisory 125.0, UNICOM, conditions exist, Supplement, Base, Airport, Airport Emergency, NO SVFR - fixed-wing special VFR flight is prohibited, ADE, Airport Elevation, CT - 118.3 - Control Tower (CT) - primary frequencies tabulation for hours of operation, ATIS 123.8 - Automatic Terminal Information Service, ASOS/ASDAS 123.42 - Automated Surface Weather Observing System (shown where full-time ATIS not available), UNICOM - VFR Advisory Services shown where full-time ATIS not available and frequency is other than primary CT frequency, 295 - Elevation in feet, 1 - Lighting obstructions exist; refer to Supplement, 72 - Length of longest runway in hundreds of feet; usable length may be less, When information is not available, this character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.

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AERONAUTICAL MAP
IESI TRAVIS COUNTY LANDFILL

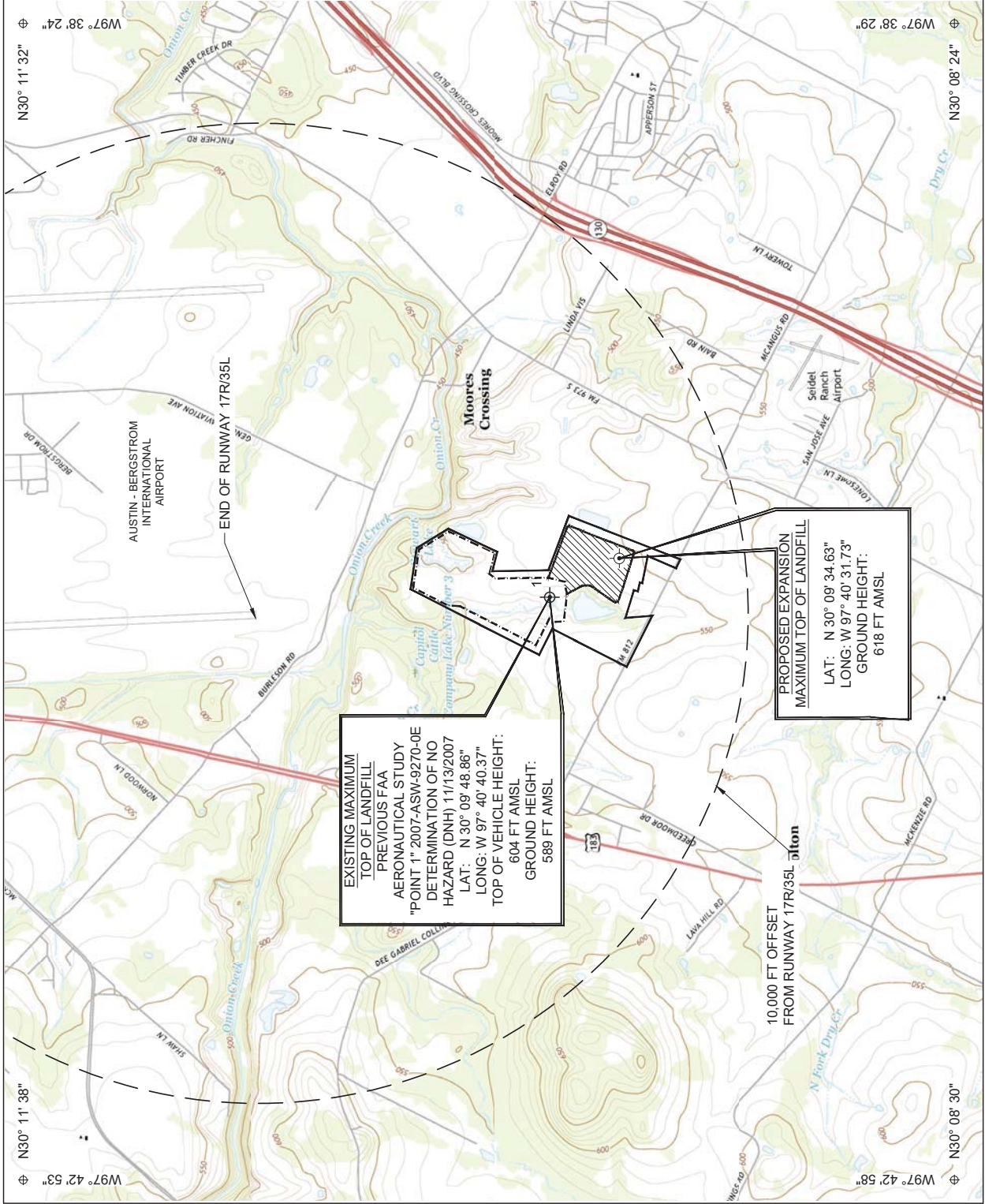
Geosyntec
CONSULTANTS

TXENS FIRM REGISTRATION NO. 1182

AUSTIN, TX MAY 2018

FIGURE
2

MAP SOURCE: FEDERAL AVIATION ADMINISTRATION (FAA)
SECTIONAL AERONAUTICAL CHART FOR SAN ANTONIO
SECTIONAL 10TH EDITION EFFECTIVE 9 NOV 2017 - 26 APR 2018.



0 2,000'
SCALE IN FEET

LEGEND

- APPROXIMATE PROPERTY BOUNDARY
- CURRENT-PERMITTED LANDFILL LIMITS
- ▨ PROPOSED EXPANSION LIMITS
- AMSLL = ABOVE MEAN SEA LEVEL
- AGL = ABOVE GROUND LEVEL

NOTES:

1. MAP SOURCE: UNITED STATES DEPARTMENT OF THE INTERIOR, GEOLOGICAL SURVEY (USGS), 7.5-MINUTE SERIES QUADRANGLE TOPOGRAPHIC MAP OF MONTROPOLIS, TEXAS (DATED 2016).
2. THIS FIGURE WAS PREPARED FOR FEDERAL AVIATION ADMINISTRATION (FAA) AND AUSTINBERGSTRÖM INTERNATIONAL AIRPORT (ABIA) AS PART OF THE PERMIT AMENDMENT APPLICATION TO TCEQ. THE LANDFILL LIMITS AND TOP OF LANDFILL DATA SHOWN ON THIS FIGURE ARE TERMINATED PRELIMINARY BECAUSE DETAILED ENGINEERING LAYOUT AND DESIGN OF THE PROPOSED EXPANSION WILL BE DEVELOPED DURING FINAL DESIGN. THE CONCEPTS SHOWN ON THIS FIGURE ARE CONSIDERED REPRESENTATIVE OF THE ANTICIPATED FINAL SITE LAYOUT AND FAA AND ABIA WILL BE INFORMED IF THE MAXIMUM TOP OF LANDFILL HEIGHT INCREASES BEYOND THAT SHOWN HERE.

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TEXAS P.E. NO. 86657

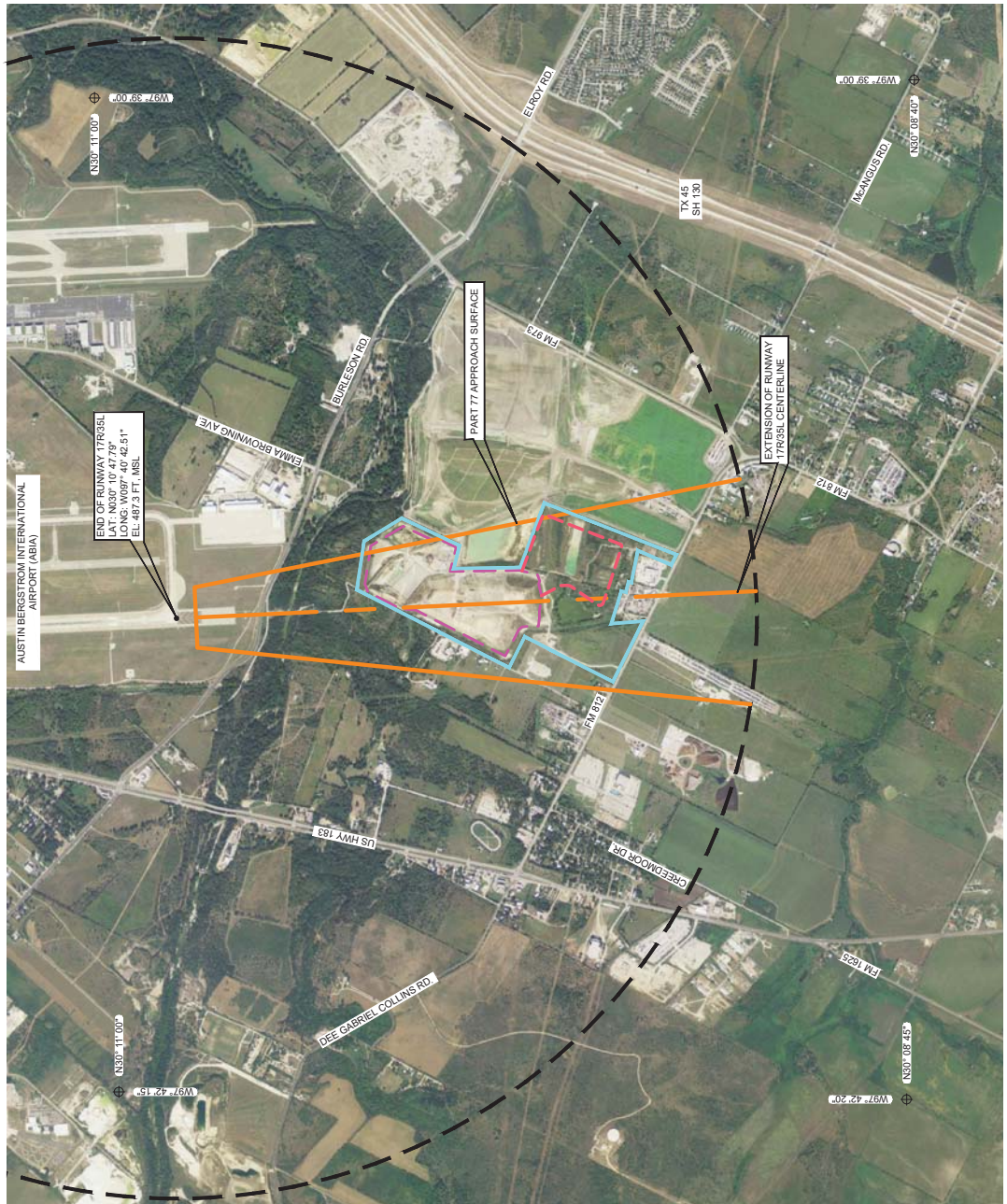
SITE MAP
IESI TRAVIS COUNTY LANDFILL



AUSTIN, TX
MAY 2018

FIGURE

3



LEGEND

- OVERALL IESI PROPERTY BOUNDARY
- CURRENT PERMITTED LANDFILL (PERMIT 1841A)
- PROPOSED EXPANSION LIMITS
- 10,000 FT OFFSET FROM END OF RUNWAY 17R35L
- PART 77 APPROACH SURFACE AND EXTENSION OF RUNWAY CENTERLINE (NOTE 2)

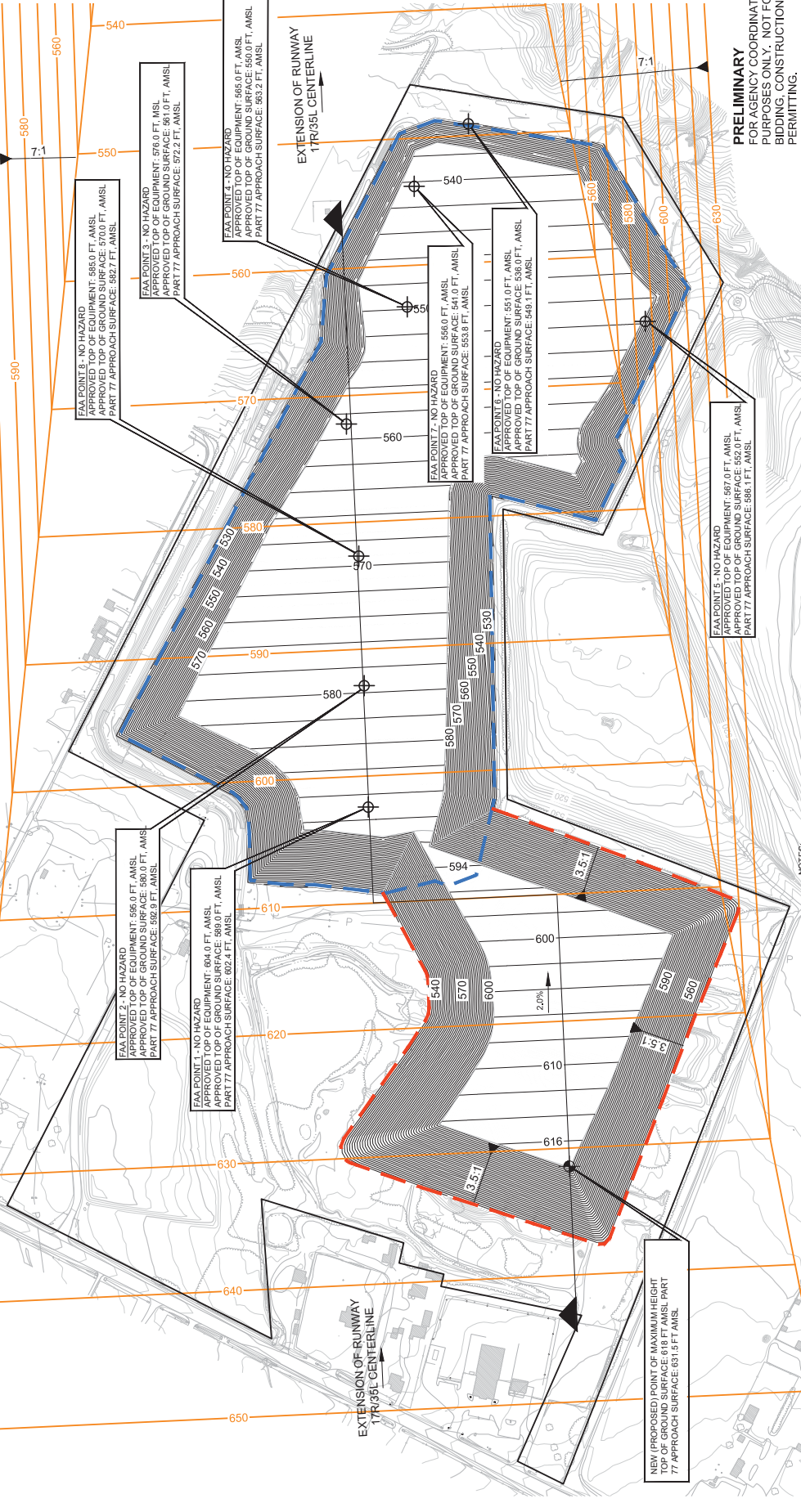
- NOTES:**
1. AERIAL MAP SOURCE: NATIONAL AGRICULTURE IMAGERY PROGRAM (NAIP), DATED SEPTEMBER 2012.
 2. THE PART 77 APPROACH SURFACE REFERS TO THE AUSTIN-BERGSTROM INTERNATIONAL AIRPORT APPROACH SURFACE FOR RUNWAY 17R35L AND WAS DETERMINED USING 14 CFR §77.19.
 3. END OF RUNWAY 17R35L INFORMATION FROM FAA GOV AIRPORT RUNWAYS DATA AND AIRNAV.COM.
 4. THIS FIGURE WAS PREPARED FOR FEDERAL AVIATION ADMINISTRATION (FAA) AND AUSTIN-BERGSTROM INTERNATIONAL AIRPORT (ABIA) PROJECT REVIEW PURPOSES. PRIOR TO APPLICATION TO TCEQ, THE LANDFILL LIMITS AND TOP OF LANDFILL DATA SHOWN ON THIS FIGURE ARE TERMED "PRELIMINARY" BECAUSE DETAILED ENGINEERING LAYOUT AND DESIGN ANALYSES ARE IN PROGRESS AND MAY CHANGE SLIGHTLY DURING FINAL DESIGN. THE CONCEPTS SHOWN ON THIS FIGURE ARE CONSIDERED REPRESENTATIVE OF THE ANTICIPATED FINAL SITE LAYOUT AND FAA AND TCEQ PERMITTING REQUIREMENTS. THE ANTICIPATED FINAL SITE LAYOUT AND FAA AND TCEQ PERMITTING REQUIREMENTS WILL BE FORMED IF THE MAXIMUM TOP OF LANDFILL HEIGHT INCREASES BEYOND THAT SHOWN HERE.

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 TEXAS P.E. NO. 86657

AIRPORT APPROACH SURFACE
 LOCATION MAP
 IESI TRAVIS COUNTY LANDFILL

| | | |
|--|------------|----------|
| TX ENG. FIRM REGISTRATION NO. 1182 | FIGURE | 4 |
| | AUSTIN, TX | MAY 2018 |





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 PERMITTING.
 SCOTT M. GRAVES, P.E.
 TEXAS P.E. NO. 86557

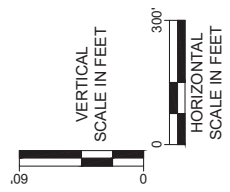
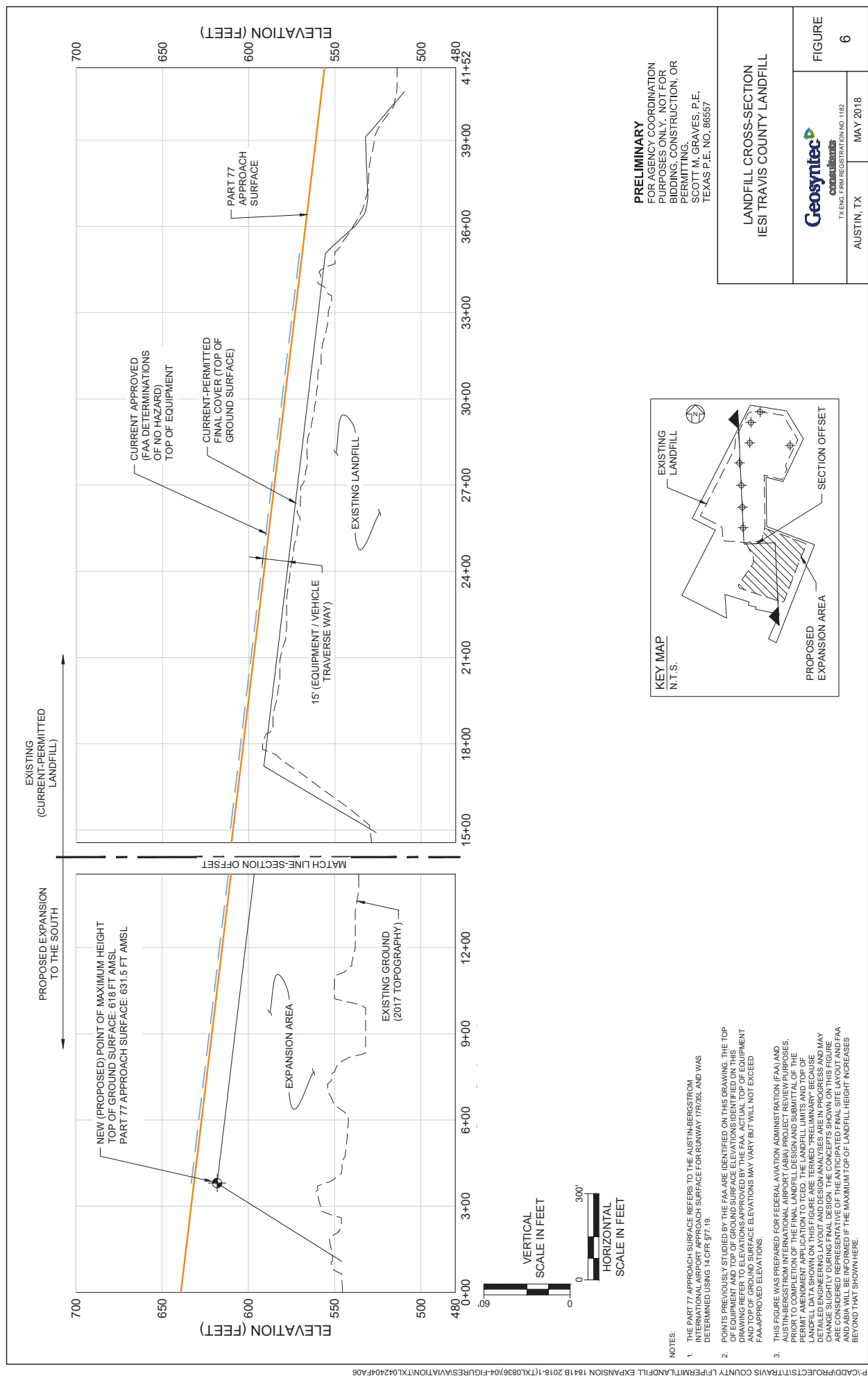
PART 77 SURFACES
IESI TRAVIS COUNTY LANDFILL



FIGURE
5

- NOTES**
1. THE PART 77 APPROACH SURFACE REFERS TO THE AUSTIN-BERGSTROM INTERNATIONAL AIRPORT APPROACH SURFACE FOR RUNWAY 17R35L AND WAS DETERMINED USING 14 CFR §77.19.
 2. POINTS PREVIOUSLY STUDIED BY THE FAA ARE IDENTIFIED ON THIS DRAWING. THE TOP OF EQUIPMENT AND TOP OF GROUND SURFACE ELEVATIONS IDENTIFIED ON THIS DRAWING REFER TO ELEVATIONS APPROVED BY THE FAA. ACTUAL TOP OF EQUIPMENT AND TOP OF GROUND SURFACE ELEVATIONS MAY VARY BUT WILL NOT EXCEED FAA-APPROVED ELEVATIONS.
 3. THIS FIGURE WAS PREPARED FOR FEDERAL AVIATION ADMINISTRATION (FAA) AND AUSTIN-BERGSTROM INTERNATIONAL AIRPORT (ABIA) PROJECT REVIEW PURPOSES. PRIOR TO COMPLETION OF THE FINAL LANDFILL DESIGN AND SUBMITTAL OF THE PERMIT AMENDMENT APPLICATION TO TCEQ, THE LANDFILL TOP OF GROUND SURFACE DATA SHOWN ON THIS FIGURE ARE PRELIMINARY. BECAUSE THE LIMITS FOR THE APPROACH SURFACE DESIGN ARE BASED ON PRELIMINARY DATA, THE IDENTIFIED DURING FINAL DESIGN. THE CONCEPTS SHOWN ON THIS FIGURE ARE CONSIDERED REPRESENTATIVE OF THE ANTICIPATED FINAL SITE LAYOUT AND FAA AND ABIA WILL BE INFORMED IF THE MAXIMUM TOP OF LANDFILL HEIGHT INCREASES BEYOND THAT SHOWN HERE.

- LEGEND**
- APPROXIMATE PROPERTY BOUNDARY
 - CURRENT-PERMITTED LANDFILL (PERMIT MSW - 1841A)
 - FINAL COVER ELEVATION CONTOUR (NOTE 3)
 - 600 — PART 77 APPROACH SURFACE (NOTE 1)
 - 570 — PROPOSED EXPANSION LIMITS
 - POINT PREVIOUSLY STUDIED BY FAA (NOTE 2)
 - NEW (PROPOSED) POINT OF MAXIMUM HEIGHT (NOTE 3)

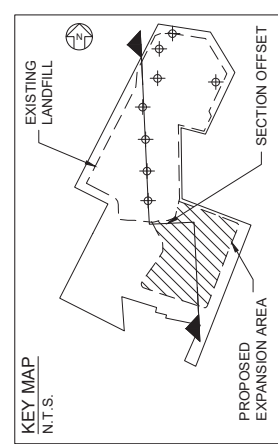


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 PERMITTING.
 SCOTT M. GRAVES, P.E.
 TEXAS P.E. NO. 86557

**LANDFILL CROSS-SECTION
 IESI TRAVIS COUNTY LANDFILL**

Geosyntec
 consultants
 TX ENG. FIRM REGISTRATION NO. 1182
 AUSTIN, TX MAY 2018

**FIGURE
 6**



- NOTES:**
1. THE PART 77 APPROACH SURFACE REFERS TO THE AUSTIN-BERGSTROM INTERNATIONAL AIRPORT APPROACH SURFACE FOR RUNWAY 17R/36L AND WAS DETERMINED USING 14 CFR §77.19.
 2. POINTS PREVIOUSLY STUDIED BY THE FAA ARE IDENTIFIED ON THIS DRAWING. THE TOP OF EQUIPMENT AND TOP OF GROUND SURFACE ELEVATIONS IDENTIFIED ON THIS DRAWING REFER TO ELEVATIONS APPROVED BY THE FAA. ACTUAL TOP OF EQUIPMENT AND TOP OF GROUND SURFACE ELEVATIONS MAY VARY BUT WILL NOT EXCEED FAA-APPROVED ELEVATIONS.
 3. THIS FIGURE WAS PREPARED FOR FEDERAL AVIATION ADMINISTRATION (FAA) AND AUSTIN-BERGSTROM INTERNATIONAL AIRPORT (ABIA) PROJECT REVIEW PURPOSES. THE PORTION OF THIS FIGURE IDENTIFIED AS "PRELIMINARY" IS FOR THE PRELIMINARY MAP SUBMISSION TO THE FAA AND THE DESIGN AND SURVEY FOR THE LANDFILL DATA SHOWN ON THIS FIGURE ARE TERMED "PRELIMINARY" BECAUSE DETAILED ENGINEERING LAYOUT AND DESIGN ANALYSES ARE IN PROGRESS AND MAY CHANGE SLIGHTLY DURING FINAL DESIGN. THE CONCEPTS SHOWN ON THIS FIGURE ARE NOT TO BE USED FOR CONSTRUCTION. THE MAXIMUM TOP OF LANDFILL HEIGHT INCREASES AND ABIA WILL BE INFORMED IF THE MAXIMUM TOP OF LANDFILL HEIGHT INCREASES BEYOND THAT SHOWN HERE.

COPIES OF PREVIOUS FAA CORRESPONDENCE

[NOTE: In the letter to ABIA, this subsection contained copies of FAA Determinations of No Hazard Nos. 2007-ASW-9270-OE through 2007-ASW-9277-OE. See FAA Submittal at beginning of this Appendix for this documentation. These are not being repeated here in this MSW permit amendment application appendix to avoid unnecessary duplication.]